PUBLISHED DAILY.

BOMBAY GAZETTE

TUESDAY, JULY 13, 1841.

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PUBLIC NOTICE.

FROM and after the 1st July 1841, the BOMBAY GAZETTE will be published daily (Sundays excepted) without an additional charge to Subscribers.

Bombay, July I, 1841.

WANTED IMMEDIATELY.

SIX first-rate Compositors and two Pressmen—they will be liberally paid. Apply at this office.

July 12th, 1841.

NOTICE.

THE Public is hereby informed, that the BOMBAY GAZETTE PRESS has been removed from the late Premises No. 5, Forbes Street, and is now occupying the Premises in Apollo Street, Old Admiralty House, opposite the Bombay Chamber of Commerce and Exchange Rooms, where all communications to the Editor will be received.—Bombay, 5th April 1841.

BOMBAY GAZETTE OVERLAND DISPATCH.

WHICH will contain a Precis of Indian Intelligence for the past Month.

The Public and Subscribers to the Gazette are informed that an Overland Monthly Summary, will be published at this Office for the present and every succeeding Mail.

The Outstation Subscribers to the *Bombay Gazette* are hereby informed that if they will favor the Editor with the names of the Parties in England to whom they wish their Overland Summary to be sent, they will be forwarded punctually through the Post Office here by each Steamer.

No Postage is levied by the Falmouth route and by Marseilles Two-pence.

To the Subscribers of the *Gazette*. included in the charge
To Non-Subscribers.....½ Rupee per Copy.
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Agents in England, Messrs. Grindlay, Christian and Matthews, 16, Cornhill, and 8, St. Martin's place, Charing Cross.

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THE SUBSCRIBERS to the GAZETTE are requested that whenever a change of residence or Station may take place, they will be pleased to give information of the same, in order, to prevent mistakes in forwarding their Newspaper.

COPPER PLATE PRINTING.

THE Public in general is hereby informed that VISITING and INVITATION CARDS, will be executed at this Office, at the following prices.

Lady's Visiting Cards, Enamelled, per pack			Rs. 2
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FOR SALE.—A few copies of the "CEYLON MAGAZINE" from No. 1 to 8, for September, October and April, Price 3 Rupees per Copy.—Apply at the Bombay Gazette Office.

Gentlemen desirous of becoming Subscribers to the above Periodical will be pleased to communicate the same of the Editor by letter post paid.

TO THE ARMY AND NAVY.

THE following Works are for Sale and to be had on application at this Office.

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Report of the Commissioners for Inquiring into the Naval and Military Promotion and Retirement Rs. 2

Proceedings of a General Court Martial held at Fort George on Captain D. G. DUFF, 16th Regt. N. I..... R. 1

BOMBAY SPORTING MAGAZINE.

MANY applications having been made to the EDITOR of this Journal, and promises of assistance given to get up a *Sporting Magazine*, It is hereby announced that the 2nd No. of the BOMBAY SPORTING MAGAZINE was published on the 29th of March, and No. 3 will appear in July. The price to Subscribers is 12 Rupees a year, single numbers 4 Rupees. Communications will be thankfully received.

FOR SALE, at the Gazette Office ;

Respondentia Bonds, each	R.	1
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TO FAMILIES PROCEEDING TO ENGLAND.

A highly respectable English Girl who has been five years with a Lady, is desirous of going with a family or Lady to England, or to take charge of Children. Apply at this Office.

IT is in contemplation, should a sufficient number of Subscribers send in their names, to publish a weekly supplement to the Delhi Gazette, to contain only extracts from the Papers and Magazines brought by the Overland Mail, and to comprize selections from every department noticed by the European Journals, except commercial articles; the debates in the Houses of Parliament, which our present limits generally debar us from inserting, will always have a portion of our attention, whilst Literature, the Drama, and Fine Arts will not be neglected, a summary of Home Events will be the only original article admitted, though should any important news reach us from Affghanistan or elsewhere, about the time of publishing, it will either form a portion of the paper or be published separately.

At the commencement of the paper it will be published as a single sheet equivalent to 4 pages of the Gazette, but the type will mostly be of the size in which our extracts of to-day are printed, and will never exceed that of our editorials.

The price to subscribers to the Delhi Gazette will be *eight* rupees in advance. to non-subscribers *ten* rupees, and all subscriptions must be for one year.

If our present advertisers wish their advertisements to appear, they will be printed on a separate slip.

Should the bi-monthly Overland dispatch be carried into effect, of course the Supplement will become more valuable.

Any Gentleman requiring the Supplement is requested to write to the Editor or Printer, Delhi.

THE MALTA TIMES.

THE MALTA TIMES is published every five days for the convenience of being transmitted to Europe by the French Government Steam packets, it contains the latest intelligence from India, China, and the Levant: it will, also, for the future (by the means of *Supplements*) contain the latest intelligence from Europe, coupled with all the important news of the Mediterranean.

Subscription one pound per annum, the Subscribers paying the postage where such is charged.

It will be forwarded by a note addressed to the Editor or Printer (wherever required.)

TO ADVERTIZERS.

IN future persons requiring ADVERTISEMENTS to be published in THIS JOURNAL will please to SEND them to this Office before 6 P. M and endorsed with the number of times they are to be inserted.

Bombay, July 12th 1841.

INDIAN INTELLIGENCE.

NORTH WEST PROVINCES.

AGRA UKHBAR JULY 3.

The Bombay cavalry have we are given to understand, resolved on bringing an action of libel against this Paper, though on what grounds, or where the venue will be laid, we are uninformed. We indeed conjecture that it is for inserting a report of the flight of a corps of that Service, in a recent engagement in Sinde, and which was very extensively current throughout the North-Western Provinces. It first appeared in the Delhee Gazette, was next put forth in our pages—on the strength of two communications from most respectable quarters—and was subsequently given in all the Calcutta Papers, as well as in the Friend of India. Why, therefore, the Bombay Cavalry have selected us for a prosecution, we are at a loss to conceive, unless it be some remaining leaven of the "Clibborn Affair" that animates them. We do not however apprehend much from our Prosecutors Apart from the legal difficulties they will find opposed to them, there is nothing very libellous in giving a very common report, that the natives of a Cavalry Regiment—for to the native troopers alone could such a report apply—misbehaved themselves before the enemy; the same has been said of British Cavalry before now, without actions of libel following. If the report in question be unfounded, as it appears to be, we shall have much more pleasure in contradicting it than ever we had in adding to its currency. But not alone have the Bengal papers noticed it, even the Bombay papers speak of a similar report having reached them, and attaches credit to it, though uncertain as to the where and the when. The Times which is both careful, and zealous for the credit of Bombay troops and Bombay every thing—no, not Bombay Governors.

AGRA.—The result of Thursday's Meeting is given in another column. We have already expressed our opinion of the measure of contemplated by the Meeting, and nothing that took place there has changed it. We were glad to see the resolution proposing an address to Mehemet Ali for his certainly very liberal conduct in respect to the Overland communication. An address from Agra to the Ruler of Egypt is a step in advance, and something gained in the cause of civilization.

The Bridge of Boats was broken up on the 1st, owing to the rise of the river, which notwithstanding the scarcity of rain here, has been considerable.

AGRA AND BOMBAY DAK.

Proceedings at a Public Meeting held at the Metcalfe Testimonial at Agra, on Thursday, the 1st July 1841.

Major-General Pollock C. B., in the Chair.

Resolved.—1st. That a Memorial be drawn up addressed to the Right Hon'ble the Governor General of India, praying for the improvement of the communication between the North Western Provinces and Bombay, and especially of the Post Office arrangements for the carriage of the Overland Mail.

2d. That the Memorial now read, be adopted and circulated for signature throughout the North Western Provinces.

3d. That the following Gentlemen be appointed a Committee for the purpose of circulating the Memorial as determined in the second Resolution.

Major General Pollock, C. B.
Mr. R. N. C. Hamilton.
Mr F. O. Wells.
Mr. D. Melver.
Mr. R. Gordon.

4th. That the Committee be further authorized to form a deputation from this Meeting to wait on the Hon'ble the Lieutenant Governor N. W. P. with the Memorial when duly subscribed, and respectfully to solicit His Honor to be pleased to forwarding the Memorial to the Right Hon'ble the Governor General of India, to give it the weight of his recommendation and support.

The Meeting being about to adjourn a discussion arose on the propriety of noticing, in some marked manner the honorable conduct of Mahomet Ali in permitting the free

and unmolested passage of the India Mails during the recent contest. The following Resolution being put from the chair was unanimously carried.

That an address be prepared expressive of the high sense entertained by the Residents in the North West provinces of India the noble and generous conduct of Mahomet Ali in providing for the security of the Overland communication between India and Europe through Egypt, so conspicuously exhibited during the recent contest.

The thanks of the Meeting were then voted to General Pollock for his conduct in the Chair.

GEO. POLLOCK,
Chairman.

TO THE RIGHT HONORABLE EARL OF AUCKLAND, C. C. B.,
Governor General of India.

May it please your Lordship.

We the undersigned inhabitants of the North Western Provinces, most respectfully beg leave to draw your notice to the state of our communications with Europe.

The other Sections of the Great Eastern Empire over which you preside, possess each a Sea-port Town within their own limits, which is the seat of their Local Government, and through which, by improved arrangements and Steam navigation, they have the prospect of establishing a more rapid intercourse with Europe than at present. We on the contrary, have no such prospect. Bombay, the Capital of a Sister Presidency, is the Seaport through which all our correspondence with Europe must be maintained, and through which many of us seek a passage to our Native land.

Whilst therefore the exertions of the inhabitants of the Presidencies are devoted to the extension of their communications by Sea, we must look to the improvement of our means of intercourse with Bombay by land.

We gratefully acknowledge the attention your Lordship has already bestowed on opening a good road from Bombay to Agra. As far as to Indore, this road forms the direct channel of intercourse with the whole of the North West Provinces. Thence the routes separate, to Allahabad, Mirzapore and Benares viâ Saugor, on the one hand to Rajpootana and Neemuch, on the other, and, direct to Agra for Delhee and other Stations to the Northward. We are in hopes that all these routes will soon become well constructed roads—passable at all seasons of the year, and furnished with all the necessary conveniences for safe and easy travelling.

But we desire more especially on the present occasion to press on your Lordship's consideration, the state of our Post for the conveyance of letters.

The distance from Agra to Bombay by Major Drummond's shortest route is 748 Miles. The fair weather time in which this distance is 169 hours, which is at the rate of about 4½ miles an hour. We are aware, that this is a fair average speed for the carriage of the public Mails in India, though we have good reason to believe, that when the road is improved and travelling is facilitated, this speed may be increased. But a serious inconvenience is experienced from the inability of the present Establishment to convey the whole contents of the Mail at once. We have been informed, that the weight of the Overland Mail conveyed to Agra, sometimes exceeds 100 seers (200lbs,) and its delivery frequently is not completed till 9 or 10 days have elapsed from the arrival of the first despatch. This inconvenience to an equal extent, is felt at all places throughout these Provinces.

It frequently happens at Agra and some other stations, that the first letters which arrive by each Mail admit of reply by the Mail then under despatch from Bombay, whilst those which are delivered on later dates, cannot be answered till after the lapse of a whole month. The severe disappointments and losses which may be occasioned by such partial and uncertain arrangements, are too obvious. In such cases, the simultaneous delivery of all packets that may arrive by the same Mail, is no less a matter of justice, than an object of the highest importance both to the Merchant and to the private correspondent; and we humbly conceive, should be a paramount object in the Post Office department.

We have been given to understand, that the Post Office receipts in these Provinces, have considerably increased, and we respectfully entreat, that a portion of the accruing surplus revenue, may be devoted to improving and strengthening the several establishments, which are concerned in the despatch of letters and parcels on the several routes from Bombay to these Provinces.

To the general improvement of our means of communication, we earnestly pray your Lordship's continued support by encouragement to the subordinate Government, by recommendation to the Native independent States through whose territories the line passes, and above all, by representation to the Hon'ble the Court of Directors. We are sanguine, that the liberal aid which has lately been afforded to the establishment of a comprehensive scheme of Steam Navigation, will be still further extended, so as to bring within our own reach similar benefits to those, which our fellow countrymen in other quarters, will reap from that measure.

We have, &c.

CALCUTTA.

HURKARU, JUNE 30.

The Shipping Report of this morning announced the arrival of the *Concurrent*, Maignean, from Marseilles 4th Dec., and Bourbon 20th May.

The Semaphore also reported the *Tamarlane*. McKenzie, from London 13th March, and the *Rajasthan*, Buchanan, from Liverpool 13th March.

COURIER, JUNE 30.

We regret to say the *Nerbudda*, which left the other day with 200 followers, has been further detained by an accident which she met with after putting to sea on the 28th instant. We have not been favored with full particulars yet, but have learnt so much, that the *Nerbudda* and the *Helen Thompson*, both which vessels went to sea on the morning of the 28th, ran foul of each other very shortly after, and each sustained sufficient damage as to oblige them to put back to Diamond Harbour. The *Helen Thompson* has had her-cut-water, bowsprit and jib-boom carried away by the concussion.

COMMERCIAL ADVERTISER, JUNE 30.

HOWLING OF CHOKEBDARS.—It is not long since that a prohibitory order was issued calculated to abolish the obnoxious practise of Chokeedars howling loudly at nights during their rounds, much to the annoyance of the peaceful inhabitants. It appears, that this order has not effectually been attended to. As confirmatory to the truth of this, we may instance the practice now prevailing in and about Toltullah, Moocheeparah and Collingah. It is to be hopped that this notice will attract the attention of the proper authorities, so that the repetition of the offence may in future be prevented.

THE VAGRANT ACT.—It appears, that the order lately passed regarding vagrancy, has not had the desired effect. This is apparent from the great number of deseased and deformed people who still peregrinate thestreets of Calcutta, for the purpose of soliciting alms from passers by. This is another instance of the apathy displayed by the police subordinates.

ACCIDENT ON BOARD OF A SHIP.—A European seaman on board of one of the ships in the harbour, met with a narrow escape yesterday. It appears that while employed on the foretop-mast crosstrees of the vessel, he accidentally fell, but fortunately in his descent came in contact with the foretay, which so far broke his fall, that he escaped with but a few bruises, which are not of a serious nature.

ACCIDENT FROM THE FALL OF A HOUSE.—Yesterday afternoon during the heavy shower, a house situated in North Road Entally, fell in with a dreadful crash, burying two of its inmates beneath its ruins; luckily prompt assistance was rendered by a gentleman in the Preventive Service living next door, in conjunction with his servants, who soon rescued the sufferers from their perilous condition. Though they were covered with bruises, they happily sustained no serious injury.

CUSTOM HOUSE WHARF.—We are glad to state that the improvements now in progress at the Custom House Wharf are in an advanced state, and will shortly be completed. This attention of the Collector to the comforts of his subordinates is highly praiseworthy.

THE BUTESHIRE.—Great fears are entertained for the safety of this vessel. She left Calcutta on the 8th March, and Diamond Harbour, the 12th. Her destination was the Mauritius—but the latest account up to 23d May, from that Island, give no intelligence of her. The Buteshire was a fine barque, of 535 tons, Clyde built, and nearly new.

Her cargo consisted of 8100 baggs of Rice, and a few Sundries. She had no passengers.

MADRAS.

SPECTATOR, JUNE 30.

Since our last issue Canton papers to the 3d and Singapore papers to the 31st ultimo have reached us, but we can gather but little matter of political interest from them with regard to the progress of China affairs. Captain ELLIOT as usual seems perfectly well satisfied with the state of affairs, but some uneasiness is felt by the merchants of Canton to whom our naval force does not afford any very adequate protection. Although 50,000 troops were ordered down by the Emperor, Captain ELLIOT had strangely enough withdrawn the troops and ships of war from Canton to Whampoa. The subscriptions at Macao for the benefit of the unfortunate Mrs. NOBLE amounts to between two and three thousand pounds. The same miserable condition of trade still prevails, and though the shipment of teas is carried on with great activity, and it is expected that eighteen or twenty million pounds would be exported, the transaction is carried on upon most ruinous terms? the prices being 25 to 30 per cent, higher than in former seasons, and nothing but hard cash taken in exchange while the accumulated stocks of English manufactures remain unpurchased. A rumour is mentioned by the Singapore papers that if the new Commissioner YIH SAN could not succeed in exterminating the English, he was empowered to arrange matters amicably, but this does not at all accord with the Emperor's savage wrath with KE SHEN, who was condemned to be cut asunder, and his whole family decapitated, or with the inflated vanity which prompted his Celestial Majesty to threaten to place himself at the head of a mighty face, and most uncompromissingly make an end of the English." We should have extracted some of these lengthy and bombastic declarations of Imperial wrath, in which the darker features of the Chinese character are sufficiently apparent, but believe that our columns will be better filled by giving a sample of the contents of our May periodicals.

From a private letter dated Hong Kong 21st April, we glean the following particulars. A Court of Enquiry consisting of Sir HUGH GOUGH, Major PRATT commanding the 26th Regt. and Col. MORRIS commanding the 49th is sitting daily to examine into the causes of the mortality at Chusan. I fali the questions forwarded from Bengal are satisfactorily answered, it will be considered rather surprising by parties on the spot. The Sepoys of the 37th M. N. I. are in tents on Hong Kong; the troops are all well and duly supplied with provisions. Colonel MONTGOMERIE we regret to hear has been under the necessity of obtaining two years sick certificate for New South Wales. No tidings had been gained of Messrs. BLIGH and O'TOOLE, of H. M. S. Blenheim, and it was much feared they had been murdered and thrown overboard by the crew of the boat which ran them down.

MANGALORE.—A correspondent at Mangalore informs us of the death of Mrs. Greiner, the wife of one of the German Missionaries at that station. This lady was the first who had joined the Mission from Germany, by whom the loss of their only countrywoman will be much felt. She arrived from England only three months ago, and was married to Mr. Greiner in April; during the last month her health became precarious, and she expired on the 19th. The well deserved respect in which the German Mission is held, was testified by the attendance at the funeral of the principal Civil and Military Officers of the station and their ladies; the children of the school fifty in number, and many native convicts closed the procession.

We learn from Hong Kong that Lieutenant Colonel MONTGOMERIE C. B. of the Areillry, has been granted by Sir HUGH, two years leave to New South Wales. This secures Lieutenant Colonel BOND in his present acting appointment of Principal Commissary of Ordnance for that period.

The Head Quarters, with three Companies of the 8th Regt. N. I. arrived in the Harrison on Sunday evening, they will march shortly to Vellore, whither the detachments of the Regiment under Captain PRITCHARD and Captain LUCAS have already proceeded.

ATHENÆUM, JULY 3.

A detachment of H. M. 50th Regt. consisting of one subaltern four serjeants, eighty-two rank and file, nine women and nine children, will embark for Calcutta this day.

Detachments for H. M. 4th, 39th and 57th Regiments, consisting of three subalterns, two serjeants, and four hundred and twelve rank and file, under the command of Captain R. N. Tinley of H. M. 39th Regt. arrived from England per General Kyd on Thursday and disembarked yesterday evening.

TRICHINOPOLY, JUNE 29.—Monica Moodelly's Ball came off last night, but not so well as had been expected, owing to the absence of many of the fair sex, ten only making their appearance. This was a sad drawback to quadrilling, in so much so that the gents formed a set of their own. These, as a matter of course, were not the most favoured ones, several of them belonging to a late importation and known by the name of griffs. The Band of the 12th Regt. N. I was in attendance. The rooms were tastefully decorated, and the supper and wines did much credit to the caterer, Captain ——— who evidently knows what is really good for the interior economy. Monica and his brother paraded to and fro in the Ball Room during the evening, but on a movement being made to the supper table, they quietly retired to a distance, and were soon buried in their own contemplations. The General and his lady left at an early hour.

SPECTATOR, JULY 3.

The Barque Paragon, Captain JOHN CANNING, from London 15th January, Madeira 5th February and Cape of Good Hope 30th April, arrived on Wednesday with the following passengers—

Lieut. John Babington, Artillery; Asst-Surg. Charles Richardson, Mr. George Girdlestone, Cadet; Asst. Surgeon and Mrs. Hilliard and Child, for Calcutta; Masters Charles and John Guning.

The Ship General Kyd, Capt. C. G. JONES, from London 3d April, arrived on Thursday, after a splendid paseage of only eighty-nine days—Passengers—

Mrs. Malcolm, Miss Harcourt, Captain Tinley, H. M. 39th Regt. Mr. Morris, H. M. 4th, Mr. Haughton H. M. 57th, Mr. Archer, H. M. 39th, Dr. Mockley, H. M. 15th Hussars, Colonel Henry and Mr. Burgoyne, H. C. Service, Messrs. Alwin, Barclay, Jourdan, Shouldham, and Layard, Cadets, and Mr. Lowther.

A detachment of recruits for H. M. Regiments in this Presidency about 400 in number, arrived by the General Kyd, under Command of Captain TINLEY, 39th Regiment: they landed yesterday evening.

The Barque Sons of Commerce, Captain MAINLAND, from London 3d March, arrived this morning; she brings no Passengers.

If the project for substituting horses for Bullocks in the complement of our Light Field batteries, alluded to in another column, is carried through, we trust the Government will see the justice of adding horse allowance to the blank looking abstracts of the Officers of Artillery, as the necessity for Officers attached to batteries thus constituted being mounted upon all occasions in the Field, will be surely apparent enough to warrant the additional pittance being granted.

Digitized with financial assistance from the Government of Maharashtra on 28 June, 2017

Some time has elapsed since we became acquainted with the fact that the Governor of Singapore had applied to the Supreme Government for an Officer to superintend Convicts and take charge of public buildings at that Station, the names of two Captains of the Madras Army being forwarded for selection, as well qualified for the office from their local knowledge. The Supreme Government sanctioned the appointment and directed the Madras Government to fill it accordingly, at the same time forwarding the names of the two officers recommended by the Governor of Singapore. We understand however that the appointment has now been offered to Brevet Captain LESLIE of the 13th Regt. N. I. to the exclusion of the officers previously nominated.

HERALD, JULY 3.

The Third Criminal Sessions for the present year commence on Monday morning next at the usual hour. The Juries,—Grand and Petty,—are likely to have an easy business of it, for there are only two cases set down in the Calendar, and these are apparently of a comparatively light character. No. 1 is the case of a Gunner in the 1st Battalion of Artillery, charged with feloniously stealing a gold watch and appendages from the house of Mrs. Colonel Taynton, at St. Thomas's Mount, and No. 2 that of one Victoriano DeRozario, charged with feloniously embezzling ninety-six rupees and four annas, the property of Mr. John Fonceca.

MALACCA.

WEEKLY REGISTER, APRIL 15.

Let any person take up the map of Asia, and, with his fingers, trace thereon the acquisitions of the East India Company, from the date of the incorporation of that body, to the period when its spirit and energies were cooped up in a barrel on an inconsiderable spot within the Mahratta Ditch: and from thence to the present time, when its banners wave from Cape Comorin to the Hindoo Koosh—let him trace, we say, through a long line of conquests, the progress of those Merchant Sovereigns, until he arrives at an inconsiderable spot situated upon the confines of Arabia: and there let him pause, and reflect how the inconsiderable town of Aden was acquired. Was it not wrested from its legitimate Sovereign by the East India Company, for what was considered a breach of faith? And if such is to be the punishment of broken faith with a state to whom the Arabian Chieftain owed no allegiance, what must be the amount of that retribution which ought to be exacted from a power, that owes years of obligations for benefits conferred by the princes of Quedah. Why do the East India Company make such a parade of "preserving the faith of treaties inviolate," when their actions belie them? Could not the unfortunate Sheik of Aden, had he been aware of the fact when his breach of faith was cast into his teeth, have pointed with his finger to Quedah and replied, you have set me an example which I thought it no crime to follow. I only took a leaf from the book which you have opened in your Eastern Settlements. How then can you upbraid me for an act, which you have made the law of Nations in Asia?

If ever there was a political crime, which imperatively called for the deep—the unmitigated deprecation of civilized men, it is the existing treaty with Siam, and the dishonorable conduct of the East India Company's Government in the Straits, as regards their intercourse with the princes of Quedah.

PRIVILEGES OF BRITISH SHIPS TO FORRIGN BOTTOMS.—Considerable anxiety has been manifested to ascertain, whether Foreign Bottoms, owned by British subjects, sailing with local Passes, or entitled to the privileges of British built Vessels, or liable to seizure by any of H, M. Ships of war. We have long purposed to bring the subject under discussion, but circumstances have more or less contributed to abstract our attention from the question; and it was not until last week that an article, which we transferred to our columns from the *Bombay Courier*, reminded us of our long delayed intention. We now purpose however to take the subject up, because it is one of paramount importance to the Strait's Community, seeing that two thirds of the square rigged Vessels trading in the Straits are Foreign built Bottoms.

The law Officers of the East India Company's government at Bombay may have correctly said, that the granting of "Passes by the Singapore government was a clear infringement of the Navigation laws" of great Britain. This legal opinion, however, must be received with considerable qualification. It may be correct where such Vessels like the *Rose*, American built, are concerned, but not so when applied to all Foreign Bottoms indiscriminately. The 3rd. and 4th. of Will. 4, c. 55, and the 3rd. and 4th. Victoria, c. 56, admit to the privileges of British Bottoms all Vessels built within the limits of the East India Company's Charter, whether Foreign Bottoms or or ortherwise, provided they be owned by British subjects. If the Ruparelle was built within the territorial possessions of the Portuguese Crown in India, and while, sailing under a local Pass, British owned, she was certainly entitled to the privileges of a British built Ship under the provisions of the above recited Statutes; nor could the granting of Passes by the local government of the Straits, be deemed an infringment of the Navigation laws.

The 55th. Geo. 3, c. 116, enacts, "that nothing in that or in the therein recited Acts, or in any other Act contained, should subject any Ship or Vessel built or to be built within the limits of the Charter of the East India Company" &c. "then the property of any of His Majesty's subjects within the limits aforesaid, or employed in Trade as there to fore, solely within the said limits" &c, "to any penalty, forfeiture, disability, or impediment, by reason of such Ship or Vessel not being registered, and not being British built, or to affect the property or any transfer of property as aforesaid," &c.

'The Act 3rd and 4th. of Will. 4th., c. 55, enacts, 'that all Ships built at any place within the limits of the East India Company's Charter prior to the first of January 1816, and which then were, and had continued ever since to be solely the property of His Majesty's subjects, should be deemed to be British Ships for all the purposes of Trade within the said limits."

The first recited Act, 55th. Geo. 3rd., c. 116, we are aware was repealed by subsequent Acts, the 4th. Geo. 4th., c. 41, and c. 80; but the privileges which were conferred by the repealed Act, were again extended to that class of Vessels by the 3rd. and 4th. of Victoria, c. 56; in which last Act the Governor-General of India is authorised by Proclamation to declare, "that all Ships or Vessels built or to be built within the limits of the Charter of the East India Company, being owned by Her Majestys subjects for whom the said Governor General in Council has power to legislate, and belonging," &c., "to any Porte in the territories under the government of the said Company, shall be deemed to be British Ships for all the purposes of Trade within the said limits."—It also provides, that any matters directed to be performed before Governors of any particular place may be performed before the Governor-General of India, or the Governor of the Presidency of Fort William in Bengal, or the respective Governors in Council or Governors of the Presidencies of Fort St. George or Bombay," or the Gevernor of Prince of Wales Island, Singapore, and Malacca, or the respective Resident Councillors at Singapore and Malacca, according to circumstances, and as the Case may be.

Pursuant to the powers vested in him by the provisions of the last recited Statute, the Governor General of India in Council has promulgated an Act, wherein, under certain Regulations, he intends to admit to the privileges of British Ships Foreign Bottoms built within the limits of the East India Company's Charter; and notwithstanding that the local Act has not yet, as far as we can ascertain, become law in British India, the provisions of Her Majestys Act, obviates the inconvenience which might otherwise be felt from the absence of any protective local Regulation, by affording Indemnity to Foreign Bottoms, British owned, until the passing of the Indian Act. If the Ruparelle, therefore has been built within the limits of the Companys Charter, i. e in the Goa territories, or in any possession of the Portugese Crown in India within the limits aforesaid, and is now the bona fide property of British merchants, subject to the Government of India, she is entitled to all the privileges of a British Ship; nor could any of Her Majesty's Shipsof War or other Offiicer of the Crown seize a vessel thus situated; for a local Pass granted under such circumstances, would clearly be no infringment of the Navigation laws.

The circumstance of several of the square rigged Vessels in the Straits being Foreign Bottoms, would bring them also within the protective provisions of the English Act, and we cannor better illustrate the subject than by a reference to the case of the Barque Zeelust belonging to this Port. She was built in Java, and purchased last year by a Gentleman, as Native of Malacca, and therefore, a British subject. Upon her arrival at Singapore application was made to the local authorities for a British Register, this however, was refused, but a Certificate or local Pass given by the Registering Officer, which was made renewable at a certain period therein stated, or rather, we should have said, that by this Certificate, she was admitted to the privileges of a British Vessel for a period of one year.

A similar application was made, some time ago, to the Resident Councillor of Malacca for a local Pass for a Vessel which had been rebuilt, or, in the nautical phrase, rose upon in Malacca, and refused, because the owners thereof could not satisfactorily state whether she was British built, or built in any of the neighbouring Native States. She ultimately obtained a Pass from the Governor at Singapore. We believe we are correct in the above facts as far as our information may be depended on, an Editor's information being often derived from mistaken sources: but assuming this to be the case, we have shown how erroneous was the impression on the mind of the authority referred to, as to the intentions of the British Legislature, when he refused a Pass under such circumstances. We believe, an opinion was then current, that all local Passes granted by the authorities in the Straits, under the authority of the Government of India, were highly illegal, and subjected Vessels possessed of them to seizure by any of Her Majesty's Ships of War. We believe a similar opinion was expressed by the functionary referred to, with regard to the Certificate granted to the Zeelust, as he considered it a breach of the Navigation law of Great Britain.

We think however that we have satisfactorily shown, that all Passes granted to Foreign Bottoms, built within the limits of the East India Company's Charter and are British owned, have been legally issued, and fall within the provisions of the English Statutes.

It may be objected, that Vessels built in any of the Portuguese Indian possessions, or those built in the territories belonging to Netherlands India, are not included in the limits intended; but when it is considered that the term, "limits of the East India Company's Charter," means all places and seas Eastward of the Cape of Good Hope to the Straits of Magellan, that objection is set at rest.

We may possibly have occasion to recur to this subject again.

CHINA.

CANTON PRESS, 8th MAY, 1841.

We have copied from the *Register* a document purporting to be an Imperial Edict approving of the measures taken by Yangfang; and directing to devise means of managing and tranquilizing the barbarians. We entertain great doubts of this Edict having really come from Peking, and rather suspect it having been manufactured by the local authorities at Canton, with a view of its getting into the hands of foreigners, and to be the means of still more throwing them off their guard. Its contents are exactly such as we may suppose them to wish to go abroad, as they would, if they intend hostilities, wish to gain time to make all possible preparation. All the letters from Canton we have seen agree in stating that troops are daily pouring into the town, and about a week since there was some alarm of an interruption to the present armistice, but subsided again. We however think it not at all unlikely that the Chinese may, although they have had such sad experience of the inefficieney of their troops, still flatter themselves that numbers may at last prevail, and having drawn together as many of their armed rabble as they can, they may make an attempt to expel the English, or possibly capture those now in Canton. The statement put into the Imperial pencil of there being only 3000 troops in Canton, is evidently intended to blind the English authorities, for it is well known that the Chinese soldiers now assembled there, must exceed at at least ten times that number. Arms and ammunition were only a few days since seen to pass up the canal passing by Creek factory, and for the last two or three days the inner harbour here has been filled with about 200 large fishing boats which we are told have been taken up by the Heang-shan authorities, to carry to Canton a great number of divers, and seafaring people engaged at Heangshan for the service of the Government. Two military mandarins arrived here from Canton a few days since to superintend these arrangements. All these preparations do not look as if the Chinese intended the present arrangement to last much longer. It is also said that Yang fang has in an unofficial note stated to H. M. Plenipotentiary that his colleagues Yih shan and Lung wan were dissatisfied with the present state of things and that he feared his own influence might no longer be sufficient to keep open the trade, unless indeed H. M. Plenipotentiary were to send the English ships of war out of the river, and were to give up again to the Chinese the forts now in possession of the English. We stated last week that the ships of war had been removed to a greater distance from Canton than before; at present they can hardly be said to afford the necessary protection should hostilities suddenly recommence, and we therefore suppose that it cannot be contemplated still farther to humour the Chinese.

Friday evening. After writing the above the *Paradox* Passage boat has arrived from Canton, bringing dates to the 6th. On the 3d it appears, that owing to some exactions from the mandarins, as it was said, Chops to ship had been refused to one or two Hongs; on the fourth no boats were allowed to leave; and on the fifth the same. The reason for this apparently hostile proceeding has not become known, but it is probable that the Chinese only put it forward as a *fee er* to know the disposition of the British authorities; and if this, they must soon have been made aware that they could not play with them with impunity; for troops were immediately despatched to the ships on the advanced stations, to act if required. The consequence was that on the sixth, Chops were again granted and the shipping business was again resumed. The deputy Superintendent has again had an interview with the Kwang-chow-foo, which that officer, a few days since, is said to have refused, when demanded. We cannot here pass over without mentioning, and commending, a circumstance that is said to have happened some days since, before the interruption above mentioned was threatened:—The Kwang-chow-foo had promised Mr. Johnston a visit at a certain time; he did not arrive till more than half an hour after the time apponted: and the Deputy Superintendent, for this want of punctuality, made the Lord Mayor of Canton wait his plaasure for a couple of hours. This is as it ought to be—it will shew the long tailed gentry the respect they owe to others, which, we regret to say, they, have not been hitherto taught. We understand that H. M. Superintendent will leave this for Canton this morning.

Lin, it is said, has left Canton for Ningpo, on the 1st of this month. Whether this officer's frequent offers to take command of the troops of that province and to lead them against the English, have been accepted by the Emperor, remains to be seen; we think it is not unlikely.

It is said that the Tartar officers and their troops expected from the north, linger so long on the road in order to squeeze the people of the towns and villages through which they pass to the utmost.

Piracy in the neighbourhood of Macao is again becoming very frequent, and many fishing boats are said lately to have been plundered.

PUBLIC NOTICE.

Captain William Caine, of her majesty's 26th (or Cameronian) regiment of infantry, is appointed chief magistrate of the island of Hongkong, pending her majesty's further pleasure, and all persons repairing thither are required to respect the authority in him vested, agreeably to the annexed warrant.

(Signed) CHARLES ELLIOT,
Her Majesty's Plenipotentiary.
Charged with the government of the island of Hongkong.
(True copy) J. ROBT. MORRISON,
Acting Secretary and Treasurer to the Superintendents.

Notice is hereby given, that it is the intention of the Hon'ble the Governor in Council to despatch a Steam Frigate, with a Mail for Suez, on Monday the 19th July next.

By order of the Honorable the Governor in Council,
P. M. MELVILL, Lieut. Col. *Secy. to Govt.*
Bombay Castle, 15th June 1841.

To Correspondents.

We beg to inform our Correspondents that we have constructed a letter Box facing the stairs upon the first floor landing, that their communications may be dropped in at all hours without inconvenience or enquiry as to the sender.

If public patronage will warrant it we will increase the size of our Journal to double what it is at present.

We are as much "amused" at the remarks of an "ADMIRER" as he erroneously states himself to have been at ours; and we "cannot of course know" but that our correspondent is equally "rather outrageous by adopting a contrary course."

To our Readers.

SHOULD our Mofussil Subscribers consider it better to send two days issues together, on account of postage, we will be happy to do so if they will make known their wishes.

"Measures, not Men."

THE GAZETTE.

Tuesday, July 13, 1841.

ARRIVED, July 12.—Ship *Baboo* A. Stuart, Master, from Liverpool 3rd April.—Passengers Four Engineers of the Company's Service.

WE learn from the Agra Ukhbar that proceedings are about to be commenced against its Editor by the Third Bombay Cavalry for some libel our contemporary has made upon the officers which of the Corps. Our contemporary is a little partial to "hot water" but will take it in earnest when we say we wish him fairly out of the scrape.

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By the *Ardaseer* we have received Macao papers to the 15th May, which contain intelligence from Canton to the 12th May.

It would appear that matters are far from being amicably, settled warlike preparations on the part of the Chinese were still proceeding, and detachments of troops collecting in and around Canton. Some of Her Majesty's vessels of war had in consequence changed their positions and anchored nearer the scene of probably renewed hostilities. It would appear that among the foreign and native commercial community at Canton the greatest excitement continued to exist. Several persons who had returned to Canton in confidence of peace were again leaving it. Some violence on the part of the Chinese troops, 40,000 men, was daily expected. For further particulars we refer to our extracts.

It has been said that of late we have become a little radical in our views of the conduct and measures of the government of India; and we think so too, and intend to be a little more in that way but not without cause. We have seen the nature of the government, or rather misgovernment of this country; we have seen its influence upon the inhabitants, their institutions and relations with anything but satisfaction; and, like others who have watched the rise and progress of the British power in India. we wonder how the fabric has continued so long and pursued its schemes of aggrandisement with such unparalled success.

How it was possible that a few private merchants, united together could assume a warlike aspect and threaten destruction to every native prince, questioning the united authority, and how this body consistent with the allegiance due from every subject to his sovereign could acquire territory, and rule with regal authority, can only be explained by adopting a mode of reasoning similar to that which has justified the vilest acts of the bygone days of Charles the Second and his successors, and which has aided a controlling company whose Government, coupled with the British name has been declared by one of the Company's ablest servants (Hon. Mr. Shore) to be "practically one of the most extortionate and oppressive that ever existed in India: one under which injustice has been, and may be, committed both by the government and by individuals (provided the latter be rich) to an almost unlimited extent, and under which redress for injury is almost unattainable." How far this description of the conduct of government agrees with the real state of the country, we have had some means of judging, having travelled over the greater part of the country under the Company's sway, and we intend ere long to give a narration of the facts which have come under our immediate observation.

We unhesitatingly declare that we are not anti-government supporters; but we have scarched in vain for what may be called even the anagram of a government. Let us look at the machinery called the government of India. There are three presidencies and a "province" having what is technically called "a Local" government over the affairs of each province: but the three minor governments have no power to make, or to carry into executiou laws for the governance of their subjects; and whatever is done by either may be undone by what is ostentatiously denominated the "Supreme government," which in point of fact is not "Supreme" but subordinate to the "Court of Directors:"—this body however is only a direction in name, because all its acts, plans and proposals are not merely controlled but may be altogether nullified by what the late Chairman of the Court of Directors used to designate "shere obstinacy on the part of the Board of Controul." This latter body so far from having full controul may be dissolved at the pleasure of Her Majesty in Council, and the exercise of its authority assumed by the Crown. Where then we would ask is the government of India? It certainly is not in this part of the world and has not been since the memorable 1773. In calling therefore for the reform of existing abuses we do not address ourselves to the would if it could be Court of Directors, but to the British nation generally, and to the sovereign of England more particularly.

We are reformers, determined reformers, of what the *AgraUkhbar* terms "the big bow-wow School" and we will speak out. India has long needed Reform. Pitt and Fox thought so. Sir John Malcolm knew that reform was needed, and therefore, in his Central India, remarks:—"If we had to constitute an administration for British India as it now exists, the man would justly be deemed insane who would propose the present system." A committee of the House of Commons in 1773 declared the abuses in India to be so great that an extensive reform was necessary. Indeed any one and every one but the would be wise and sane directors think reform is needed, and therefore we intend to speak out somewhat freely upon what we have seen and witnessed of the bad doings in this country; and will from time to time bring forward a series of facts which will shock even the Court of Proprietors, and shame the Court of Directors.

EUROPEAN INTELLIGENCE.

Another Female in Disguise.—On the morning of Sunday, about four o'clock, as police-constable Flower was on duty on the New-road, Hammersmith, he heard a noise in an unfinished house on the side of the road, as if some person was asleep therein. On entering the building he discovered in the basement, concealed up in a corner, what he took to be a boy apparently about twelve years of age, dressed in a cloth jacket and corduroy trousers. By his side was a bundle, tied up in a large towel, which he said was his own property. His answer to the questions put to him by the constable being unsatisfactory, he was conveyed to the station-house at Brook-green, where his bundle was examined, and found to contain provisions. One penny only was found in his possession. Serjeant Kelly then asked him his name, when he said it was Joseph Taylor, that he was thirteen years of age, and resided with his mother at Thomas street, Grosvenor-square. In the course of Serjeant Kelly's inquiries he noticed that the boy's hair had been recently cut, that his features were handsome, and that in figure he much more resembled a girl than a boy, and on telling him his suspicion, he acknowledged that he was right as respected his sex, and that his christian name, instead of being Joseph, was Phillis Taylor. She also stated that she had four brothers and sisters, and that her object in adopting the disguise was to walk to the residence of her uncle in Sussex. She left her home in the afternoon; but the rain commencing when she had reached Hammersmith, she went into the new building for shelter, and remained there for the night. The inspector sent her home to her mother by the police constable, who found she resided as she had stated. Her mother, who had been distracted at her absence, informed the policeman that the clothes she had on belonged to her brother. The girl in question was her eldest, and on Saturday, having to go out to work, she left her at home to take care of the other children, and it appeared that, having got her brothers and sisters out of the way, she went to the baker's and got the loaf found on her in her mother's name, and then went to a hair-dresser's shop close by, to whom she offered to give her hair, which was remarkably fine if he would cut it short. the man accepted her offer, and she returned home, disguised herself in her brother's clothes, and started off on her journey. On the policeman asking the mother the reason of her doing so, she replied that a neighbour frequently lent her papers to read, and she also had read the case of "Romance in Real, Life' which appeared in the papers a few days since which seemed greatly to interest her, and she supposed had induced her to undertake a similar adventure.—(Herald.)

A great deal has been said of late about the increasing civilization of the age, and the Legislature has abolished imprisonment for debt upon mesne process. Imprisonment may yet, however, be carried into effect to a most grievous extent. We allude to the well-known case of Mr. Chambers, the banker, who has been confined for debt for sixteen years, and is seventy-six years old. Why not imitate the French law, which does not allow any individual to be incarcerated on a civil action after the age of seventy years. It is a farce to talk of the abolition of imprisonment for debt, when instances can be adduced anmunting almost to perpetual imprisonment. We strongly recommend the case to the humane consideration of the Legislature and the public.—(Advertiser.)

The Non-Intrusion Firebrands Scorched out.—We have heard that Mr. Candlish and the firebrand deputation dispatched to London to watch over the Duke of Argyll's bill, have had a very narrow escape, in consequence of the burning of the hotel—the George, in Albemarle street—in which they had taken up their residence. It appears that these gentlemen had spent the evening with Mr. Fox Maule, with whom they dined; and, on their return to their hostelry, at what hour of the morning is not mentioned, the whole house was in a blaze! We shall be sorry to learn that they have lost anything but the inflammatory and pernicious papers with which they were no doubt, fully armed, and the consumption of which will certainly be no great loss to the world. We have heard, however, that they have lost all the moveables which they took with them from Edinburgh; but we have no doubt that they will be amply compensated out of the non-intrusion fund.

GEOGRAPHY.

"We hasten to announce to our readers and to the world an event in its nature at once the most stupendous and sublime that has ever been recorded in the annals of the wonderful. The Falls of Niagara—the unmatched phenomenon of nature—the centralization of power, grandeur, and beauty,—are no more. On Saturday morning, about 9 o'clock, were manifested the first symptoms of the great catastrophe that shortly ensued. Mr. Arnold, a citizen of the village, while waiting at the foot of the spiral staircase for the return of the boat. in order to execute an errand on the opposite side perceived the jutting rocks which formed on the Canada side a submarine cavern. to break away and fall into the cauldron underneath. The incident itself, and its effect on the aspect of the Fall, were so remarkable, that he returned to the village, and communicated the facts to several citizens; and very soon a large groop had collected to watch for further developement. In the course of an hour considerable masses were dislocated and thrown down. The sheet of water that before fell abruptly, almost perpendicularly, with an unbroken breast over the protruding cave, of course now shot down in an obtuse angle, losing its graceful and majestic curve, but gaining in tumult and effervesence. By 3 o'clock P, M., the number of spectators was augmented, by many from Buffalo, ourselves among them. Nothing farther transpired that night Early next morning parties were anxiously gazing towards. the Falls, despite the severity of the weather, expecting to see the work of disorganization proceed. At half past 7 o'clock, a wide space of the front fall bastion, near to Goat Island, within the horse shoe, fell down; and then followed effects with greatly accelerated rapidity. What was actually taking place could only be surmised, as the great confluence of water hid the immediate stage of operations from sight. But it was plain to all that the supporting fabric of the cataract was fast wearing away before the tremendous enginery. Its immemorial dnrability might have been owing to the strongly intrenched and adamantine rampart that had always presented its shoulder to the assailing flood; or the whole, equally compact and secure, might have been preparing for this demolition through ages of sapping, solving percolation. The angle of descent every minute diminished. At half past 8 the Biddle Tower and all the adjoining g[illegible]dwork had disappeared. The Tower sunk into the gulf like a subsiding wave. Shortly after, the water having made a subterranean passage, burst through the wall of Goat Island, cumbered with masess of rock and rolled with earth, and instantly the crust above collapsed and mixed in the wild chaos below. In rapid succession, on the Canada side of the island, mass followed mass, and the island, throughout its entire length, was chafed and narrowed down to a lean stripe, which resisted further encroachments, as if of more substantial constituents, friable rock was gored and ploughed away, until the Table Rock. so much resorted to by visitors, fell down in fragments; the spiral staircase toppled, and for a while it was expected that the hotel would follow. It still stands, though in a perilous posture, all the furniture being removed. On the American side the great shelf is unmolesied; but the water falling over is greatly diminished, it being diverted to the largely increased channel on the British side Here the waters have a prolonged fall of nearly a mile, the plane of course very gentle, commencing above Goat Island and ending below the old fording place, the intermediate space being filled up and graduated by deposits from above. —P. S. The hotel is gone, we learn. It is believed no lives have been lost.—Athenæum.

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